

### GORDON BENNETT RACE UPPERMOST.

Directors of French Club Sue Paris Journals for Harsh Comment — President Loubet and Minister of Interior Likely to Attend Cup Race—Brasier Cars Already Finished.

*Special Correspondence.*

PARIS, March 7.—A rather unexpected outcome of the decision of the Automobile Club of France to accord its official patronage to none but its own annual road race is an action for libel against an important Paris daily paper. It will be remembered that *Le Journal* and its recent sporting offshoot, *Les Sports*, intended to organize a big race on the Aix-les-Bains circuit, and endow it, with the aid of the municipality of the town, with a \$30,000 prize. The pros-

ACF RACE PLANS

President Loubet to honor with his presence the Gordon Bennett race next July. The President expressed his deep interest in the automobile industry, and asked to be informed of the exact date of the race. Until this is known, it will be impossible for him to say whether affairs of state will permit him to visit Auvergne on the occasion of the great race.

Later in the day the deputation waited upon the Minister of the Interior, who declared that it would give him the greatest pleasure to be present at the race, and charged the deputation to offer his felicitations to the Automobile Club of France for its devotion and zeal in defending the interests of the country and of the working classes.

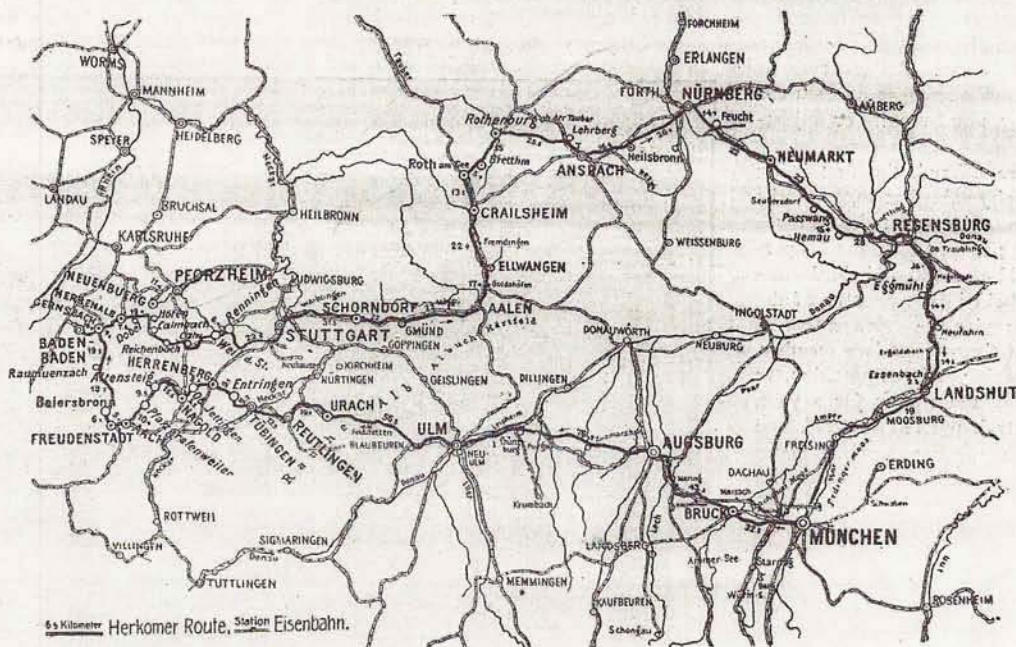
Last night the principal French constructors dined together and afterwards talked over the racing situation. The result, if

obtained regarding the Darracq vehicles. They will have four cylinders of 140 mm. bore and 160 mm. stroke, developing 85-horsepower; the sparking will be by magnetos, and the transmission by cardan shaft. The change-speed gear and the differential will be contained in the same case; the wheel base will be 2 meters 30 centimeters (90 1-2 inches) and the total weight 750 kilos (1,653 1-2 pounds).

### Herkomer Week Program.

Map, program and rules for the Herkomer competition arranged by the Bavarian Automobile Club in coöperation with the German Automobile Club, to be run in South Germany from August 10 to 16 inclusive, have been received from the Bavarian Club. The map is reproduced herewith.

The competition is an international af-



GERMAN MAP OF COURSE FOR INTERNATIONAL TOURING CAR CONTEST FOR HERKOMER TROPHY.

pect of its race being forbidden owing to the recommendation of the Automobile Club did not at all please the papers in question, and a fierce attack was directed against the club and a rival organ subsidized by the latter. Baron de Zuylen, president of the club; Marquis de Dion, M. de Chasseloup-Laubat and M. Georges Rives, members of the administrative council, were especially singled out, and as an outcome of the attack the three last-named gentlemen will bring an action against the journals, each claiming \$20,000 as damages and an apology in the newspapers. The general committee of the club has passed a vote of confidence in its president and the members of the council, and has decided to break off all official connection with the two journals.

#### PRESIDENT MAY ATTEND GORDON BENNETT.

Yesterday a deputation from the Automobile Club visited the Elysée to request

any has been arrived at, has been kept an absolute secret. A large number of guards kept watch at the doors of the dining room, and no communication whatever was made to the press. It is not thought that any other constructors will join Mors and De Dietrich in their protest, and the probability is that all the Gordon Bennett entries will be again made before April 1, with the exception of these two firms.

#### PARTICULARS OF DARRACQ RACERS.

The three Richard-Brasier cars are quite ready and may be expected to leave Paris shortly for the Riviera in charge of Messrs. Brasier, Théry and Caillois. The three sportsmen will be present at the Monaco meeting, and during the tour will have opportunities of testing their cars and bringing them up to racing pitch. Details of cars under construction are most jealously guarded, but some particulars have been

fair open to all kinds of automobiles built and equipped solely for touring, and is divided into three parts: 1. Competition in beauty and practical utility of coachwork, one day; 2. Speed trials, two days, (a) Kesselberg hill climb, seven kilometers, (b) Trials in Forstenrieder Park, six kilometers out and back from Munich; 3. Touring trial through South Germany, 900 to 1,000 kilometers (558 to 620 miles), from Munich (Munich) to Baden-Baden, Nuremberg (Neuenburg), and back to Munich, occupying three days.

Each car must have seating accommodations with backs for at least four persons and be provided with bonnet over the motor, front and rear mud guards, three lamps, one fastened at the rear; must have reverse, two brakes, a safety device for hill climbing, a signal horn and muffler, weight and horsepower are unlimited. Competing cars must use the same bodywork in all speed and